

Book and Claim.

Every reduction you claim carries your name, and your reputation. This guide sets out how a SAF certificate holds when an auditor, a regulator, or your own board pushes on its credibility.

Aviation is one global network, and emissions have no passport. Where the SAF physically goes in does not change the atmosphere's maths, and it does not change your claim. Book and Claim is the infrastructure that makes this work.

A SAF Scope 3 certificate is insetting, not an offset. The reduction sits inside the aviation value chain, where the emissions happen, and you report it against your own business travel. The fuel is uplifted where it is available. You fund it and claim the verified corporate Scope 3 reduction, matched to your travel. The unit is retired once on a recognised registry, so no one else can count it.

WHY FEG

INDEPENDENT

Dual certified by RSB and ISCC for Book and Claim SAF, and audited end to end by someone who does not work for us.

ON CADO FROM THE START

We were among the first transactions on IATA's CADO SAF Registry, for Microsoft, as Scope 3 certificates against their business travel.

INTEGRITY

We inset 100% of our business travel last year. If we ask buyers to stand behind a claim, we start by standing behind our own. Read more on the next page.



THE ACCOUNTING

One unit, two owners, counted once.

Here's how it works in reality: our own Scope 3 retirement statement on the RSB Book and Claim Registry.

Book and Claim moves the record, not the barrel.

The SAF you purchase doesn't have to be in the tank of the flight you're on. It's uplifted wherever it makes physical sense, while the certified reduction is tracked and claimed separately against your footprint. That decoupling is the whole point of Book and Claim. Same logic as a renewable electricity certificate: the clean power goes onto the grid, and you claim it without the exact electrons reaching your building.

It's one statement, but you'll see two scopes. In our real example, Delta, the airline burning the fuel, reports the Scope 1. We report the Scope 3 against our own business travel. Different carbon inventories, one retirement on the registry, no double counting. This is Book and Claim in action. The registry records both owners in the open, where anyone can check.

Retirement Statement

Number: **RSB-BCU-RS-26-05-0002**
Date of Issue of Retirement Statement: **6th May 2026**



Roundtable on Sustainable Biomaterials
www.rsb.org

The RSB confirms that the following Book & Claim Units (BCUs) have been retired from circulation in the RSB Book & Claim Registry:

BCU ID **RSB-BCU-SAF-26-04-001-0001**

Product type	Amount of BCUs ¹	CO ₂ e reduction (t)
Sustainable Aviation Fuel (SAF)	36.213	114.178 =3.153 CO ₂ e reduction ² (t)/BCU
Scope 1 Transport service provider Delta Air Lines Inc.	Scope 3 Corporate end-user Future Energy Capital Limited	

Sustainability Information

Energy Content of Product (MJ)	1,590,221 (43,913 MJ/t)
Mass of Product (t)	36.213
Sustainability Certification	ISCC CORSA
Fossil baseline of reference (gCO ₂ e/MJ)	89.00
GHG LCA value (gCO ₂ e/MJ)	17.20
GHG emission reduction (%)	80.674
Feedstock (raw material)	Technical Corn oil
Feedstock conversion process	HEFA
Blended, Unblended or Co-processed	Blended
Feedstock country of origin	United States of America
Year of Production	2026
Country of blending	United States of America
Location of physical product delivered (if known)	-
Country where BCU will be claimed	United States of America
Type of reporting	Voluntary
Information on eligible incentives used	US RFS (RIN)

NB: The entities listed on the retirement statement shall take their own independent advice on the legal, accounting and/or regulatory application of the claims set out in the retirement statement against voluntary GHG emission reduction schemes.

Note:
A full stop or period in a number denotes a decimal point, and a comma separates thousands.
t = metric tonne = 1000 kg
MJ = megajoule
gCO₂e = grams of carbon dioxide equivalents, a metric used to compare the emissions of various greenhouse gases based on their global warming potential.

Scan to view on public retirement table



or click here

¹ 1 BCU is equivalent to 1 tonne of neat, certified product. 1 tonne (t) = 1 metric ton (mT) = 1000 kg
² The absolute GHG emission reduction expressed in tonnes of CO₂e is calculated using certified GHG values submitted during BCU registration. Please refer to the RSB Book & Claim Manual (v3, March 2023, Section 4 "Requirements for BCU Retirement") for more information.

RSB Book and Claim Registry · retired 6 May 2026 · public record



This is a real statement. Not a mock-up.
Ask any provider to show you theirs.

THE FOUR CHECKS

Four checks, one receipt.

You asked that a reduction be real, quantifiable, independently verified and retired. Four checks carry those, and every one of them shows up on the statement you receive.

01 Certification

The scheme is named on the statement: ISCC CORSIA. Feedstock Technical Corn Oil, HEFA process, scored at an 80.674% lifecycle reduction against a fossil baseline of 89.00 gCO₂eq per MJ.

02 Registration

The unit carries a serial, on the RSB Book and Claim Registry, and it is viewable on RSB's public retirement table.

03 Third-party verification

RSB is the independent body behind it. An auditor who does not work for us, making sure we adhere to the chain of custody standards.

04 Retirement

The document is a retirement statement, dated 6 May 2026. The unit is cancelled and cannot be claimed again.

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Transport service provider	Corporate end-user
Delta Air Lines Inc.	Future Energy Capital Limited

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36.213 t

SAF in the unit

114.178 t

CO₂eq reduced

80.674%

lifecycle reduction
vs fossil baseline

<3.153 t

CO₂eq per tonne of
fuel

THE HARDER QUESTION

Does this drive new SAF production, or just trade paper claims?

It's the right question, and it's one that a good procurement lead may ask. The measure of this market is not how many certificates change hands. It is how much additional SAF production it unlocks. We think that's exactly the right way to judge it.

ON ADDITIONALITY

The SAF behind a voluntary certificate is bought above any regulatory blending mandate (e.g. ReFuelEU, the SAF UK Mandate). So the reduction is additional to what the airline was already required to use.

YOUR MONEY DOES MORE THAN FUND A CLAIM.

A producer needs a 10 to 15 year offtake deal to get a plant financed; an airline on thin margins wants a 1 to 3 year commitment. Aggregated, multi-year corporate demand bridges that gap. Our model is offtake-led, not a secondary desk reselling attributes that already exist.

Who checks whom

The governance around your certificate is strong, so you can trust your reputation behind it.

THE RISK	THE CONTROL	WHO STANDS BEHIND IT
Double counting	Single retirement on an independent registry	Registry operator, a non-profit with no stake in the trade
Inflated reduction	Certification and carbon-intensity scoring	RSB and ISCC
Unverified claim	External end-to-end audit	A third-party auditor
Contested ownership	Unique serialisation of every unit	The registry
Reporting	Scope 3 under the GHG Protocol; the SBTi Corporate Net-Zero Standard V2 permits this route	The standards, not us

ASK THESE OF EVERYONE, BEFORE YOU BUY

- ✓ Is the certificate audited end to end, or does the chain rest on one sign-off at the start?
- ✓ What registry is the SAF certificate retired on, and what is its unique batch number?
- ✓ Reported as insetting under Scope 3, not as an offset?
- ✓ Certified to RSB and ISCC?
- ✓ Traceable to a named producer, feedstock, and delivery airport?
- ✓ Genuinely additional, from SAF bought voluntarily above the mandate?



You do not have to cover it all at once. Tackle a portion of your business travel footprint now, and build from there as supply scales. The companies acting today are securing credible supply while it is available. Some are starting small, but starting nonetheless. Starting small is fine. Starting now is what counts.